

OUR ROBBING DEPARTMENT
HAVING been REPLEN-
ISHED with a large as-
sortment of the latest European
and American NOVELTIES,
we are prepared to execute
orders for FANCY WORK with
utmost care and despatch, and at
very moderate rates.

CHINA MAIL OFFICE.

The China Mail

Established February, 1843.

THE HONGKONG CHINESE MAIL.
報日字華郵
Hongkong Wo Tsui Po.
ISSUED DAILY.
CHU UN MAN,
Manager and Publisher.
SUBSCRIPTION:
Five Dollars a year, deliverable in Hong
kong—Or by Post to London, Paris,
including postage.

VOL. XLX. No. 9863.

號五廿九月四百八千一英

HONGKONG, TUESDAY, SEPTEMBER 25, 1894.

日六廿八午甲

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALAN, 11 & 12, Clement's Lane, Lombard Street, S.E. 2. G. GEORGE STREET &c Co., 30, Cornhill. GORDON & GOTCH, Regent's Circus, E.C. BATES & HENDY & Co., 37, Walbrook, E.C. SAMUEL DEACON & Co., 150 & 154, Leadenhall Street. W. M. WILLE, 101, Cannon Street, E.O. ROBERT WATSON, 150 Fleet Street.

PARIS AND EUROPE.—AMEDEE PRINCE, 36, Rue Lafayette, Paris. NEW YORK.—J. STEWART HAPPER, THE CHINESE ETANGELIS OFFICE, 52, West 23rd Street.

SAN FRANCISCO and American Posts generally.—BEAN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

GETON.—W. M. SMITH & Co., The Aspinwall Line, Colombo. SINGAPORE, STRAITS, &c.—KELLY & WALSH, Ltd., Singapore.

CHINA.—M. A. DA CRUZ, Amoy, N. MOALLI & Co., LIMITED, Foochow, HENRY & CO., Shanghai, LANE, CHAWFORD & CO., and KELLY & WALSH, Yokohama, LANE, CHAWFORD & CO., and KELLY & CO.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000.
RESERVE FUND.....\$4,500,000.
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000.

COUNCIL OF DIRECTORS:—
C. J. HOLLIWAY, Esq.—Chairman.
J. S. MOSES, Esq.—Deputy Chairman.
R. M. GRAY, Esq. Bon A. McConachie.
H. Hopkins, Esq. S. C. Macdonald.
H. J. Joseph, Esq. E. E.
Hon. J. J. Kewick, Esq. D. R. Sassoon, Esq.
Julius Kramer, Esq.

CHIEF MANAGER:—
Hongkong—T. JACKSON, Esq.
MANAGER:—
Shanghai—H. M. BEVIS, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING CO., LTD.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.
ON FIXED DEPOSITS:—
For 3 months 3 per cent. per annum.
" 6 " 4 "
" 12 " 5 "

T. JACKSON,
Chief Manager.

Hongkong, August 18, 1894.

THE BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED.
SUBSCRIBED CAPITAL...£2,000,000.
CAPITAL CALLLED UP,... 261,093.15 0.

Bankers:—
CAPITAL & COUNTIES BANK, LIMITED.
Head Office:—
3, PRINCES STREET, LONDON.

Branches:—
BOMBAY, CALCUTTA, HONGKONG & SHANGHAI.
Agencies:—
PENANG, SINGAPORE AND YOKOHAMA.

RATES OF INTEREST
Allowed on Current Accounts and Fixed Deposits can be ascertained on application.
Every description of Banking and Exchange business transacted.

CHANTREY INCHBALD,
Manager.
Hongkong, November 6, 1893.

THE MERCANTILE BANK OF INDIA, LIMITED.
AUTHORIZED CAPITAL.....£1,500,000.
SUBSCRIBED.....£1,125,000.
PAID-IN.....£562,500.

Bankers:—
LONDON JOINT STOCK BANK, LTD.
Interest allowed on Current Accounts at the rate of 2 % per annum on the Daily Balance.

ON FIXED DEPOSITS:—
For 12 Months.....5 %
For 6 Months.....4 %
For 3 Months.....3 %

JOHN THURBURN,
Manager, Hongkong.

Hongkong, June 18, 1893.

THE NATIONAL BANK OF CHINA, LIMITED.
AUTHORIZED CAPITAL.....£1,000,000.
SUBSCRIBED CAPITAL.....£500,000.

HEAD OFFICE—HONGKONG.
Directors.

D. GILKES, Esq. H. STOLTERFOHT, Esq.
CHAN KEE SHAN, Esq. CHOW TUNG SHANG, Esq.
Kwan Hoi Chuen, Esq.
Chief Manager.
Geo. W. F. PLAYFAIR.

Branches:—
LONDON, YOKOHAMA, SHANGHAI AND AMOY.
Bankers:—
THE COMMERCIAL BANK OF SCOTLAND, PAID'S BANKING CO. AND THE ALLIANCE BANK (LTD.)

Interest for 12 months Fixed 5 %.
Hongkong, May 24, 1893.

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.
INCORPORATED BY ROYAL CHARTER 1863.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....£800,000.
RESERVE LIABILITY OF SHARE-HOLDERS.....£800,000.
RESERVE FUND.....£275,000.

INTEREST allowed on Current Account at the rate of 2 % per annum on the Daily balance.

ON Fixed Deposits for 12 months 5 %
" 6 " 4 "%
" 3 " 8 "%

A. O. MARSHALL,
Manager, Hongkong.

Hongkong, May 17, 1894.

Intimations.

HONGKONG AND SOUTH CHINA MASONIC BENEVOLENCE FUND CORPORATION.

NOTICE.

THE MEETING of the above CORPORATION, called for MONDAY, the 24th instant, has been POSTPONED for WEDNESDAY, 26th instant, at the same hour.

A. O'D. GOURDIN,
Secretary.

Hongkong, September 19, 1894. 1508

NOTICE TO MARINERS.

THE BOYAL BUOY has been carried away in the late Typhoon. It will be temporarily replaced as soon as possible.

R. MURRAY RUMSEY,
Field Comdr. R.N.
Harbour Master, Esq.

HARBOUR DEPARTMENT, Hongkong, 21st September, 1894. 1535

NOTICE.

THE Undersigned are prepared to GIVE ESTIMATES for Fitting the PARENT PROCESS on Land and MARINE BOILERS for Burning CHALDONAGE COAL DUST.

GORDON & CO., BOWINGTON FOUNDRY, East Point.

Hongkong, August 20, 1894. 1548

WANTED.

A MANAGER for the HONGKONG HOTEL on or before 1st MAY next.

Salary, \$300 per month and Commission. Guaranteed Minimum of the latter at the Rate of \$125 per month.

Apply to

THE SECRETARY, HONGKONG HOTEL CO., LTD. Hongkong, September 20, 1894. 1515

NOTICE.

I HAVE been requested to Call a PUBLIC MEETING to be held in St. Andrew's Hall, City Hall, on THURSDAY, the 27th Instant, at 4 p.m., to consider the Steps to be taken to recognise the Services rendered to the Community during the recent Plague.

His EXCELLENCY the GOVERNOR has kindly consented to Preside.

EDW. J. ACKROYD, Chairman, Provisional Committee. 19th September, 1894. 1506

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the Twenty-First Ordinary Yearly MEETING of the SHAREHOLDERS of the Society will be held at its HEAD OFFICE, Hongkong, on SATURDAY, the 6th October next, at Noon, for the purpose of receiving the Report of the Directors, together with Statements of Accounts for the year 1893, and for the half-year ending the 30th June, 1894.

The Transfer BOOKS of the Society will be CLOSED from the 25th September to the 6th October, both days inclusive.

By Order of the Board,

DOUGLAS JONES, Acting Secretary. Hongkong, September 21, 1894. 1527

THE CHINESE INSURANCE COMPANY, LIMITED (IN LIQUIDATION).

NOTICE is hereby given that a FIRST RETURN OF CAPITAL Amounting to \$7,50 per Share has been declared in this matter.

SHAREHOLDERS on the Register can obtain PAYMENT of this on producing their SICHLIP to the HONGKONG AND SHANGHAI BANKING CORPORATION on and after the 20th SEPTEMBER, 1894, and on signing the Form of Receipt to be obtained at the said Bank.

Hongkong, 31st day of August, 1894.

J. GOOSMANN, Liquidator.

THE HOTEL STREAM LAUNCH conveys passengers and baggage to and from all Mail Steamers.

Business Notices.

JANE CRAWFORD & CO.

AQUILA, CLAPSHAW & SALMONS' CRICKET BATS, SPRING HANDLES.

COBBETS CRICKET BATS, ALL CANE.

MATCH BALLS, PRACTICE BALLS, MATCH STUMPS, PRACTICE STUMPS,

LEG-GUARDS, BATTING and LONG-STOP GLOVES, WICKET-KEEPING

GAUNTLETS, SCORING BOOKS.

CRICKETING SHOES, BELTS, SASHES, SHIRTS and TROUSERS.

—(1)—

BLACK STRING LAWN TENNIS BATS.

SLAZENGER'S "DEMON" LAWN TENNIS BATS.

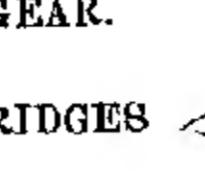
"WIMBLEDON" and "CHAMPION" TENNIS BALLS.

TENNIS NETS, POLES, BAT PRESSES, RULES, &c., &c.

TENNIS SHOES.

—(2)—

NEW STOCK of SPORTING and SHOOTING GEAR.

LOADED CARTRIDGES  POWDER.

JANE CRAWFORD & CO.

TELEPHONE 97.

Hongkong, August 25, 1894. 1438

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on the DATES named:—

FOR STEAMSHIP DATE REMARKS.

LONDON, &c.RavenaNoon, 27th Sept.See Special Advertisement.

JAPAN.....Anona.....Noon, 28th Sept.Freight or Passage.

SHANGHAI.....Malaca.....About 3rd October....Freight or Passage.

SHANGHAI.....Rosita.....About 7th October....Freight or Passage.

For further Particulars, apply to

P. & O. S. N. Co.'s Office. H. H. JOSEPH, Superintendent.

Hongkong, September 24, 1894. 1539

DAWSON'S PERFECTION OLD SCOTCH WHISKY.

ALLISTON & CO., Sole Agents, HONGKONG AND THE FAR EAST.

62, QUEEN'S ROAD CENTRAL. Hongkong, November 11, 1893. 1949

FIRST CLASS MILLINERS AND DRESS-MAKERS (MODERATE CHARGES). Nos. 1 to 5, DAGUILLAR STREET.

NOVELTIES EACH MAIL.

TO LET.

From 1st October.

"GREENMOUNT," CAINE ROAD, 8 ROOMS.

For Particulars, apply to

MESSES. GILMAN & CO.

Hongkong, September 18, 1894. 1504

TO LET.

N. 2, PEDDER'S STREET, next to the Post Office.

No. 72, QUEEN'S ROAD CENTRAL. Apply to

G. C. ANDERSON, 13, Praya Central.

Hongkong, March 16, 1893. 504

TO LET.

From 1st October.

"MOUNTAIN VIEW," The Peak, A FIVE-ROOMED HOUSE.

Apply to

"Y." Care of THE PAPER.

Hongkong, September 10, 1894. 1462

TO LET.

N. 5, 7 & 9, SEYMORE TERRACE, OFFICES and ROOMS at CONNAUGHT HOUSE.

No. 3, CAMERON VILLAS, PEAK. Apply to

DAVID S

THE CHINA MAIL.

TUESDAY, SEPTEMBER 26, 1894.

Notices to Consignees.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP TACOMA,
FROM TACOMA, VICTORIA, YOKO-
HAMA AND KOBE.

THE above Steamer having arrived, Con-
signees of Merchandise hereby requested
to send in their Bills of Lading for counter-
signature, and take immediate delivery of
their Goods from alongside.

Cargo, impeding the discharge of the
Vessel will be landed and stored at Con-
signees' risk and expense.

DODWELL, CARLILL & CO.,
Agents.

Hongkong, September 20, 1894. 1480

Mails.



STEAM FOR
CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT.

MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATA-
VIA, PERSIAN GULF, CONTIN-
ENTAL AND AMERICAN PORTS

THE Steamship RAVENNA, Captain
T. F. COLE, carrying Her Majesty's
Mail, will be despatched from this
for BOMBAY, on THURSDAY, the 27th
September, at Noon, taking Passengers and
Cargo for the above Ports. (This Steamer
connects at Bombay with the ORIENTAL
which Vessel takes on her Cargo for
LONDON, via SUEZ CANAL, leaving
that port on the 20th OCTOBER, 1894.)

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement)
will be transhipped at Colombo into a
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will
be conveyed rd Bombay.

Parcels will be received at this Office
until 4 p.m. on the day before sailing. The
contents and value of all packages are
required.

Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Bills of Lading.

For further Particulars, apply to
H. H. JOSEPH,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, September 13, 1894. 1481

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, SUEZ,
PORT SAID,

MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, LONDON,
HAVRE AND BORDEAUX:

ALSO
PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 3rd October,
1894, at Noon, the Company's
S.S. NATAL, Commandant Le Gall,
with MAIIS, PASSENGERS, SPECIE,
and CARGO, will leave this Port for the
above places.

Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal place of Europe.

Shipping Orders will be granted till
Noon.

Cargo will be received on board until 4
p.m., Specie and Parcels until 3 p.m., on
the 2nd October, 1894. (Parcels are not
to be sent on board; they must be sent
to the Agency's Office).

Contents and value of Packages are re-
quired.

For further particulars, apply to
the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, September 20, 1894. 1482

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN,
SUEZ, PORT SAID,

NAPLES, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTIK PORTS;

ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

ON MONDAY, the 15th day of October,
1894, at 3 p.m., the Company's
S.S. DARMSTADT, Capt. D. Horowitz,
with MAIIS, PASSENGERS, SPECIE,
and CARGO, will leave this port as above,
calling at NAPLES and GENOA.

Shipping Orders will be granted till
Noon, on SATURDAY, the 13th October,
Cargo and Specie will be received on
board until Noon, on MONDAY, the 15th
October, and Parcels will be received at the
Agency's Office until Noon, on SUNDAY,

the 14th October. Contents of Packages
are required. No Parcel Receipt will be
signed at less than \$2, and Parcels should
not exceed Two Feet Cubic in measure-
ment.

The Steamer has splendid Accommodation
and carries a Doctor and Stewards.

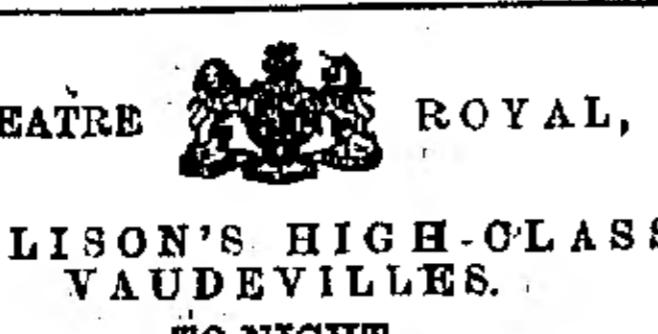
Men can be waisted on board.

For further Particulars, apply to

MELCHERS & CO.,
Agents.

Hongkong, September 22, 1894. 1483

Entertainments.



THEATRE ROYAL,
ALLISON'S HIGH GLASS
VAUDEVILLES.

TO-NIGHT.

(TUESDAY, 25th September, 1894.

A NEW BILL,

MIRTH—MUSIC—DANCING.

THURSDAY, 27th September,

A GALA NIGHT.

Under the Distinguished Patronage of

HIS EXCELLENCE

SIR WM. ROBINSON, K.C.M.G.,

and H.E. MAJOR-GEN. BARKER, C.B.

SATURDAY, 29th September,

GRAND SMOKER

Assisted by Local Talent.

Seats may be booked at KELLY & WALSH'S.

ADMISSION:—

Dress Circle and Stalls.....\$2.00

Back Seats.....1.00

Soldiers and Sailors half-price to Back Seats.

Hongkong, September 25, 1894. 1541

(SUBJECT TO ALTERATION).

THEATRE ROYAL,

CITY HALL

Under the most distinguished Patronage of

H.E. SIR WILLIAM ROBINSON,

K.C.M.G., GOVERNOR OF HONGKONG.

H.E. GENERAL DIGBY BARKER, C.B.,

Commander of H.M.'s Forces in China,

and the ELITE of the Colony.

M.R. NATH. RUCHWALDY

will give

AN ENTERTAINMENT

at the above Theatre, with the kind assist-

ance of some well-known

AMATEURS and their PUPILS,

On the 13th OCTOBER NEXT.

PROGRAMME.

AN ENTERTAINMENT IN COLOURS,

in which Messrs. BRADY and

C. T. ROBINSON will appear in entirely

NEW SONGS

LADY AMATEURS

A COMPLETE BANJO BAND,

&c., &c.

By SPECIAL Desire,

The Musical Flower Fairy-play, entitled

'PANSY.'

Written and composed by Mr. N. RUCH-

WALDY, and performed by over 30

Young Ladies and Children.

To Conclude with a Beautiful Ideal

Personification of

'THE WALTZ.'

Tickets may be had from To-day.

Prices, \$2 and \$1.

Plan at Messrs. W. ROBINSON & Co.

Hongkong, September 24, 1894. 1537

(SUBJECT TO ALTERATION).

THEATRE ROYAL,

HONGKONG.

THE BLACK PLAGUE.

THE HONGKONG MINSTRELS

will give

TWO MORE OF THEIR

POPULAR ENTERTAINMENTS,

For the Benefit of the Plague Workers.

Under distinguished Patronage and

Support.

THE DATES OF THE PERFORM-
ANCES WILL BE ANNOUNCED.

ENTIRE CHANGE OF PROGRAMME.

Popular Prices, \$2 and \$1.

Soldiers and Sailors in uniform, Half-price

to Back Seats only.

Doors open at 8.30. Commencing at

9 o'clock precisely.

Plan and Tickets at Messrs. KELLY AND

WALSH, LIMITED.

Seats may be booked on and after Satu-

day, 29th September.

A SPECIAL TRAM will run to the Peak,

and a SPECIAL LAUNCH to Kowloon, 16

minutes after each Performance.

WILLIAM BLAYNEY,

Hon. Secretary.

Hongkong, September 22, 1894. 1463

(SUBJECT TO ALTERATION).

INTIMATIONS.

STAINFIELD'S FAMILY HOTEL

SUPERIOR BOARD & RESIDENCE,

with every convenience.

Mrs. STAINFIELD,

1, Queen's Road East.

Hongkong, June 30, 1894. 1102

(SUBJECT TO ALTERATION).

PRIVATE BOARD AND RESIDENCE

for LADIES and GENTLEMEN.

Accommodation

for Table Boarders. Central situation.

Mrs. MATHER,

2 and 3 Pedder's Hill.

Hongkong, July 24, 1893. 1287

(SUBJECT TO ALTERATION).

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL

The Co.'s Steamship

Myrmidon

Captain Brown, will be

despatched as above on

THURSDAY, the 27th Inst., at Noon.

For Freight or Passage, apply to

BUTTERFIELD & SWINE.

THE CHINA MAIL.

The *Siam Observer* noted that, if properly worked, the district of Ghibri can prove to possess rich coal deposits. Two years ago the Government to work for coal there. The later concessions have given the right to work only a certain acreage of the Ghibri province. Information has come to hand that samples taken from the surface of one of these concessions have been received in Bangkok.

Says an Indian contemporary:—“The war-loan which China is raising in Europe may prove to be only the first of a series of similar transactions, for apart from the expenses of the actual struggle with Japan, she must embark upon large naval expenditure in the future. In all probability, after the contest on land has been protracted for months, peace will be patched up by the intervention of the European Powers or the mediation of the United States Government. Some modus vivendi may be arranged and then China will have to guard against her rival's power at sea, for Japan will cherish the memory of naval successes won, whatever may have been the result of the land fighting. Modern warships cost anything from half-a-million upwards, and the Chinese Government must of necessity have a number of first-class ironclads to face the Japanese fleet, or she may again have to submit to the humiliation of seeing her transports sunk and Corea captured off communication with the ports whence troops and munitions of war can most readily be sent. In the Four-Year campaign the Chinese had no occasion to spend large sums of money, as Black Flags were cheap; but in Corea the regular army has been called into play, and the expenditure involved in keeping them in the field, furnishing them with supplies, &c., will not be light by any means. A war-loan has become a necessity, and within the next few years China may have to raise more money if she wishes to guard against further unpleasant surprises from her pugnacious little neighbour.”

The experience of the Duke of Portland as a customer of the advertising tipsters who profess an ability to foretell winners of races cannot be satisfactorily known. The Duke, of course, understood the value of their declarations perfectly well before he subscribed, but he wished to be able to give precise facts and figures at first hand. He made a selection of thirteen of those which advertised most, put forth the loudest claims to success, and he sent for their forecasts about the Ascot Meeting a sum of £7. His to these self-styled infallible prophets! The result is very much what might have been anticipated. The Duke's advisers gave him their views on 114 races in all, and in 95 instances they were wrong. They were consequently right in 19; it must be remembered that some of the results at Ascot, such as the victory of *Laf Blanche* in the Cup, seemed inevitable. Four of the Duke's selected prophets sent only one winner to thirty-five losers. Had these men written the names of the horses on pieces of paper and drawn them from a hat their average of success would probably have been at least as large. The Duke gave an account of these proceedings at an agricultural show at Welbeck. “I am glad to say I did not yield to the temptation of backing their tips,” he said, “or I fear, instead of being with you to-day, I should be chargeable to you on the rates, and you would be helping to support me in the workhouse. I hope all young people I do not suppose any man of twenty years would be such a fool as to fall into these rascals' trap by taking warning by what might have been said and done, and steer clear of the temptation to gamble that held out to them by so many of the leading sporting papers!” The Duke's 71. 14s was far from ill laid out, notwithstanding that it enriched those whom he so accurately described, for the result of his own personal experience should surely afford a warning.

THE TYPHOON.

The following was issued from the Observatory, reaching this office about 3 p.m., after the worst was over:—

On the 24th at 6.10 p.m. Red South Cone hoisted. At 10.20 p.m. Two lanterns hoisted vertically. At 11.10 p.m. Gun fired one round. Typhoon S.S.E. of Hongkong appears to have altered its course, and to be now moving in a north-westerly direction. Strong north-east to south-east gale expected in Hongkong. On the 25th, Black South Cone hoisted before daylight. At 6 a.m. The barometer had fallen rapidly and it is probable that the centre of the typhoon will enter the coast at no great distance to the west of the colony. Typhoon force of wind will probably be experienced from E. to S.E. Gun fired two rounds. At 11.50 a.m. Black Ball hoisted.

Practically the Observatory gave no warning of bad weather until it was on us. The last previous notice was merely that the red drum had been hoisted at 11.15 a.m. yesterday.

Nothing later than the information given out by the Observatory yesterday forenoon, is yet to hand concerning the gale or typhoon now raging. The weather then reported here was barometer falling, with light N. and N.E. winds and fair weather. Manila had sent us nothing later than Saturday night, and some one was evidently caught napping or proved at fault. At all events, the N.E. gale which commenced to blow about 9 o'clock last night found most of the residents ashore and afloat somewhat unprepared. The native junks, which usually seek shelter, were caught in the storm, and considerable loss of life and property has to be reported at Praya West. The gun for a ‘gain’ was fired at Kowloon two hours after the bad weather had become a patent fact. It was fired about 15 min. past 11. While taking exception to the apparent tardiness of the Observatory officials, it must be admitted that the barometer, though failing, was well up for the S.W. monsoon, marking as high as 29.65 at 8 o'clock in the evening. When the one round was fired at 11.16 p.m., our aneroid showed 29.64; but the gale had been blowing uncomfortably strong for some time before that hour, and residents were rather taken aback at the reminder to look out for a gale that had been blowing in their doors and windows for a couple of hours.

At Kowloon a great deal of damage was done to the Hongkong Regiment barracks. A whole block was blown down bodily, and hardly any of the other buildings escaped without serious injury. Surely the regiment has been here long enough now to get better accommodation than thatched houses.

The part of a house in Gage Street, three storeys high, collapsed early this morning, several tons of debris blocking the lane that leads into Lyndhurst Terrace.

It is reported that several steam launches, which had been towing junks to Causeway Bay, anchored overnight at Wan Chai and were sunk there.

We give the readings as follows:—

| | |
|------------------|------------------|
| 24th, 11.15 p.m. | 29.64 |
| 25th, 12.15 a.m. | 29.63 |
| 12.45 | 29.61 |
| 1.05 | 29.60 |
| 2.00 | 29.55 |
| 3.50 | 29.54 |
| 4.10 | 29.53 |
| 4.45 | 29.52 |
| 5.00 | 29.51 |
| 5.20 | 29.50 |
| 5.50 | 29.49 |
| 6.00 | 29.48 |
| 6.20 | 29.48 |
| 6.45 | 29.48 |
| 7.00 | 29.48 |
| 7.20 | 29.48 |
| 7.35 | 29.48 |
| 7.45 | 29.48 |
| 7.50 | 29.48 |
| 8.00 | 29.48 |
| 8.15 | 29.48 |
| 8.30 | 29.48 |
| 8.45 | 29.47 |
| 9.00 | 29.48 |
| 9.30 | 29.51 |
| 10.00 | 29.52 |
| 10.30 | 29.53 |
| 10.40 | (unsteady) 29.52 |
| 11.00 | 29.53 |
| 11.30 | 29.54 |
| noon | 29.54 |
| 1.00 p.m. | 29.55 |
| 2.00 | 29.56 |
| 3.00 | 29.56 |
| 5.00 | 29.50 |

Shortly before four a.m. the gusts were

very severe, and at about a quarter past four the wind veered to the Eastward. At

five o'clock the gusts were very heavy,

and from that hour on to six o'clock the storm was at about its

worst. Between seven and eight the

squalls were very hard with blinding rain.

As we harvested, the junkats Praya West had suffered considerably. One especially created a good deal of excitement, as it contained a number of Chinese passengers from California (who arrived per *China*), with all their goods and savings. She was reached fortunately by a launch just before she sank. The epidemic *Hepatitis*, although moored very safely, had a rather lively time of it, backs and rounding and having a series of gyrating movements, with no evil result to herself or neighbours. The matashed at the end of the China Merchants Wharf, which was used during the Plague, had collapsed; and, referring to matashed, it may here be added that the Boat-House is a wreck. The old dredger which does work for the Reclamation or P. W. D. sank in about ten feet of water near Victoria Wharf before she could get up steam. The P. & O. lighters are missing—either in shelter or in trouble. The Esmeralda, which lies near Peppa's Wharf, had a narrow escape of drifting on to the Reclamation piles, but she got up steam just in time to move into midstream. All the vessels moved away from the Kowloon Wharves, and the *Azores* drifted, but soon was in a position to steam round to Stonecutters.

In early the day the water was breaking

heavily on the Praya roadway, and by noon many parts of the verandahs and roadway were covered with a layer of sand and rubble some inches in depth.

This blocked the drain inlets, and parts

of the business side of the roadway were ankle deep with water. No appreciable

damage was visible East of Peppa's Wharf.

Both the wharf matashed were damaged, but the poles stood.

The market sheds along the Praya Wall had been badly knocked about, the floors burst up, and roofs broken. From these sheds onward the Praya is littered with boat and junk wreckage. One huge pile-mast seems (from the position in which it lies) to have taken the electric light wires in its fall. By the China Wharf quite a pile of wreckage and broken boats lie heaped on sand and Tuk-tuk's lumber jets. A large waterlogged and battered craft was lying about in the lee of the Steamboat Wharf. A big P. & O. lighter, lying off the end of the wharf, announced the shortness of the notice given of the typhoon's visit.

71. All these suggestions would, if carried out, prove useful to the Community, would induce them to take an interest in the matter and, we expect, reconcile them to the expense of an establishment the practical *règlement* of which is not apparent to them at present, and the value of which would be enhanced by a better circulation of the storm warnings.

72. The expense of these suggestions

would be insignificant compared with the advantages to be derived therefrom.

At all events we recommend that, if at any future time, a proposal be made to abolish the Light Dues, a sufficient sum to cover the cost of the Observatory should always be collected from this source.

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Mails.

U. S. Mail Line.
PACIFIC MAIL STEAMSHIP COMPANY.
VIA INLAND SEA OF JAPAN AND HONOLULU.
PROPOSED SAILINGS FROM HONGKONG.
China (via Nagasaki) TUESDAY, Oct. 2, at 1 p.m.
Kobe, Inland Sea and Yokohama) ...
Pers (via Nagasaki) SATURDAY, Oct. 20, at 1 p.m.
Kobe, Inland Sea and Yokohama) ...
City of Rio de Janeiro (via Nagasaki) WEDNESDAY, Nov. 7, at 1 p.m.
Kobe, Inland Sea and Yokohama) ...

THE U. S. Mail Steamship CHINA will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, and YOKOHAMA, on TUESDAY, the 2nd October, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained or application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japanese Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and points in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Postage will be received at the office until same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco to the United States, should be sent to the Company's Office in Sealed Envelope, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

O. L. GORHAM,
Acting Agent.

Hongkong, September 20, 1894. 1613

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE,

VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Beira (via Nagasaki) TUESDAY, Oct. 10, at 1 p.m.
Kobe, Inland Sea and Yokohama) ...
Oceania (via Nagasaki, Kure, Inland Sea, and Honolulu) ...
Gadie (via Nagasaki, Kobe, Inland Sea and Yokohama) ...

THE Steamship BEBEGIE will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on WEDNESDAY, the 10th October, at 1 p.m., connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passages Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

C. L. GORHAM,
Acting Agent.

Hongkong, September 12, 1894. 1476

Intimations.

A CURE FOR ASTHMA!!!
GRIMMAULT'S Indian Cigarettes.

Asthmatic people who suffer from oppression in breathing, stinging sensations, astheno-sympathetic, loss of voice, nervous coughs, laryngitis, asthma, whooping-cough, bronchitis, insomnia, catarrhal affections and difficulty in expectoration, are promptly relieved by these Cigarettes. GRIMMAULT & CO., Paris. Sold by all Chemists.

GRIMMAULT'S MaticoCapsules AND INJECTION.

Renowned Physician prescribes Grimault's Matico as the most active and at the same time the most nonoffensive remedy in the treatment of Acute and Chronic Diseases. These Capsules, unlike Copious, have not the inconvenience of producing nausea.

MATICO INJECTION is used in recent MATICO CAPSULES AND CHRONIC CASES.

GRIMMAULT & CO., Paris. Sold by all Chemists.

Sole Agent for China and Hongkong: CHAN A FOOK, at WATKINS & CO., Hongkong.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



1894.

Intimations.

Fresh Air and Exercise.

Get all that's possible of both, if in need of strength, flesh and nerve force. There's need, too, of plenty of fat food.

Scott's Emulsion

of Cod Liver Oil builds up flesh and strength quicker than any other preparation known to science.

Scott's Emulsion is constantly effecting Cure of Consumption, Bronchitis, and Leurred diseases where other methods fail.

Brown & Sons, Ltd., London. All Chemists.

Sole Agent for China and Hongkong: CHAN A FOOK, at WATKINS & CO., Hongkong.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *a*, near the Kowloon shore *b*, and those in the body of the shipping or midway between each shore are marked *c*, in conjunction with the figures denoting the sections.

Sections.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Offices.
5. From P. and O. Co.'s Offices to Pedder's Wharf.
6. From Pedder's Wharf to the Naval Yard.

Sections.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From East Point to Kowloon Wharf.
10. Kowloon Wharf.
11. Jardine's Wharf.

Vessels.
Agnes 3 c Bendixon Foh. str. 290 Geo. R. Stevens Koon Dock
Alvina 3 c Mudie Brit. str. 400 Wielar & Co. To-morrow
Ancon 5 k Muide Brit. str. 1888 1891 Yokohama
Ask 5 h Revereck Danish str. 1891 Arnold, Karberg & Co. To-morrow
Amazone 5 c Gibson Brit. str. 2005 1890 Saigon
Avenue 8 c Thomas Brit. str. 1497 1890 Hairfang
Bauhinia 8 c Bible Brit. str. 888 1890 Bombay, &c.
Byzantine 3 c Brekke Norw. str. 771 1890 Chinese
Cheylatura 5 c Webb Brit. str. 1213 1890 Wieler & Co.
China 5 c Ward Amer. str. 5234 1894 14 Jardine, Matheson & Co. Singapore
Chow Fa 3 h Farrell Brit. str. 1057 1894 24 P. & S. S. Co. To-morrow
Chunshan 6 c Stovell Brit. str. 1280 1894 21 Bradley & Co. 27th inst.
Chusan 4 c Wendt Gor. str. 1223 1894 23 Melchers & Co. 2d prox.
Donar 3 c Grundmann Gor. str. 1015 1894 18 Laute & Wegener 2d prox.
Empress of Japan 5 c Lee Brit. str. 5504 1894 19 Canadian Pacific Railway Co. Saigon
Esmeralda 5 c Taylor Brit. str. 965 1894 22 Shawan & Co. To-day
Ethiopia 3 c Miles Brit. str. 1905 1894 17 Mitsui Bussan Kaisho Singapore
Fokien 6 h Davis Brit. str. 609 1894 22 Douglas Steamship Co. Manila
Frere 6 h Strand Dan. str. 397 1894 24 Arnold, Karberg & Co. To-morrow
Fushun 3 h Lund Chi. str. 1504 1894 24 P. & S. N. Co. To-morrow
Haitan 6 h Goddard Brit. str. 1181 1894 23 Douglas Steamship Co. Saigon
Hainan 5 c Chodzak Foh. str. 758 1894 24 A. R. Mart. To-morrow
Hainan 10 Walter Gor. str. 2007 1894 23 Melchers & Co. 2d prox.
Osama 6 c Behrens Gor. str. 1928 1894 21 Siemssen & Co. Kungwo
Pekin 3 h Raymond Brit. str. 118 1894 20 Chinese Kwang-Lo
Pira Chua Chon Fia 6 h Morris Brit. str. 1012 1894 22 Chen Fat Hong Bangkok
Pronto 6 c Bohr Ger. str. 632 1894 21 Siemssen & Co. To-morrow
Ravena 6 c Cole Brit. str. 124 1894 24 P. & S. N. Co. 27th inst.
Rivardale 6 c Davidsen Amer. str. 1209 1894 24 Melchers & Co. 2d prox.
Sistan 6 c Murphy Brit. str. 1311 1894 22 Douglas Steamship Co. Moji
Spindophilus 6 h Hooker Brit. str. 2655 1894 23 Arnold, Karberg & Co. Hamburg
Stavros 6 c Brown Gor. str. 630 1894 24 A. R. Mart. Haiphong
Tachow 6 c Parson Brit. str. 1622 1894 20 Ovald, Carlill & Co. Haiphong
Tai Lee 2 h Deans Brit. str. 828 1894 16 Chen Fat Hong Bangkok
Yang Chang 3 h Harris Chi. str. 700 1894 23 Mayer & Co. To-morrow
Yung Chang 6 c Sawall Amer. str. 2628 1894 11 Order Newchwang

Passenger Vessels.

Caleb Curtis 6 c Brock Amer. yacht. 36 June 4 Captain Chefoo
George S. Hamer 3 c Heman Amer. bgo. 1267 Aug. 30 Shawan & Co. Chefoo
H. Hackfeld 3 c Hilgerlo Amer. bgo. 1249 Aug. 2 Melchers & Co. Chefoo
Ivy 3 c Lowell Amer. sh. 1181 Aug. 26 Shawan & Co. Chefoo
Lillian R. Robbie 6 c Robbins Brit. sh. 1609 Sept. 12 Order Chefoo
Lina 6 c Albrecht Amer. bgo. 46 Aug. 6 Siemssen & Co. Chefoo
Otage 3 c Dabrough Brit. bgo. 338 Sept. 4 Gilman & Co. Chefoo
Sugashima 6 c Sawall Amer. sh. 2628 July 19 Router, Brockleman & Co. Chefoo
Thermopyla 6 c Winchester Canad. bgo. 976 Sept. 11 Order Chefoo
Wm. Le Lachur 6 c Maddox Brit. bgo. 578 Sept. 24 Master Chefoo

SHANGHAI.

In port on September 14, 1894.

MERCHANT SHIPS.

Argyll Brit. bgo. 1894 4 Captain Chefoo
Arroyo Brit. bgo. 1894 2 Melchers & Co. Chefoo
Benglo Brit. bgo. 1894 12 Order Chefoo
Changon Brit. bgo. 1894 21 Douglas Steamship Co. Chefoo
Gora German 1894 22 Douglas Steamship Co. Chefoo
Glenesk British 1894 23 Arnold, Karberg & Co. Chefoo
Haesin Chinese 1894 24 P. & S. N. Co. Chefoo
Kweiyang British 1894 25 Douglas Steamship Co. Chefoo
Teucer British 1894 26 Douglas Steamship Co. Chefoo

MERCHANT SAILING VESSELS.

John B. Kelley Amer. sh. 1894 27 Douglas Steamship Co. Chefoo

SHANGHAI.

In port on September 14, 1894.

MERCHANT SHIPS.

Argyll Brit. bgo. 1894 4 Captain Chefoo
Arroyo Brit. bgo. 1894 2 Melchers & Co. Chefoo
Benglo Brit. bgo. 1894 12 Order Chefoo
Changon Brit. bgo. 1894 21 Douglas Steamship Co. Chefoo
Gora German 1894 22 Douglas Steamship Co. Chefoo
Glenesk British 1894 23 Arnold, Karberg & Co. Chefoo
Haesin Chinese 1894 24 P. & S. N. Co. Chefoo
Kweiyang British 1894 25 Douglas Steamship Co. Chefoo
Teucer British 1894 26 Douglas Steamship Co. Chefoo

SHANGHAI.

In port on September 14, 1894.

MERCHANT SAILING VESSELS.

John B. Kelley Amer. sh. 1894 27 Douglas Steamship Co. Chefoo

NAGASAKI.

In port on September 12, 1894.

MERCHANT SAILING VESSELS.

Dromelion Brit. bgo. 1894 28 Douglas Steamship Co. Chefoo

Kozaki Maru Japan. barg. 1894 29 Douglas Steamship Co. Chefoo

NAGASAKI.

In port on September 12, 1894.

MERCHANT SAILING VESSELS.

W. C. Wahlberg Amer. sh. 1894 30 Douglas Steamship Co. Chefoo

NAGASAKI.

In port on September 12, 1894.

MERCHANT SAILING VESSELS.

YOKOHAMA. In port on September 11, 1894.

Anne Main Brit. bgo. 1894 31 Douglas Steamship Co. Chefoo

Arctic Amer. sh. 1894 32 Douglas Steamship Co. Chefoo

Diana Amer. sh. 1894 33 Douglas Steamship Co. Chefoo

Esmeralda Brit. sh. 1894 34 Douglas Steamship Co. Chefoo

Evesham Abbey Brit. sh. 1894 35 Douglas Steamship Co. Chefoo

Golden Fleec Amer. sh. 1894 36 Douglas Steamship Co. Chefoo